Terminal at Jawaharlal Nehru Port, Bombay.

(b) and (c). Yes, Sir. The Government have already approved the following proposals:—

(i) Two berths at Haldia Dock Comlex and one at Calcutta Port have already been allotted to private parties.

(ii) One berth at Bombay have been leased to a private party for managing the berth.

(iii) Water front and land area at Goa has been leased for setting up of dry dock y private parties.

The main reason for privatisation is to raise larger resources for ports.

Modernisation of Handling Equipments at Visakhapatnam Outer Harbour

2994. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how old is the handling equipment used at the Visakhapatnam Outer harbour;

(b) whether it is a fact that the foreign ships have to pay demurrage in foreign exchange as a result of waiting for more days to get the cargo loaded;

(c) if so, why shippers be penalised since it is due to obsolete handling equipment; and

(d) what action Government have taken or propose to take to modernise the handling equipment at the port mentioned above?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Except for one reclaimer which was installed in 1970, other are handling equipment in the outer harbour are 17 years old.

(b) and (c). Ships do not pay any demurrage, but the Shippers have to pay the demurrage. Demurrage becomes payable not on account of obsolete equipment alone but there are other reasons also like sequence of ship arrivals, bunching of ships, changes in cargo mix like fines, lumps etc. arrival of ships at a time when adequate cargo is not available, bad weather etc.

(d) Modernisation programmes have been taken up to ensure faster working of the Port equipment. The tipplers which were 25 years old are replaced with new tipplers. One new reclaimer of 4000T capacity has been commissioned in 1991. The old components are replaced as and when required as part of maintenance.

Permission to foreign bodies to invest in Indian Shipping Industry

2995. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the shipping industry is 'cash-starved';

(b) if so, what are the details in terms of targetted growth during the Eighth Plan period;

(c) whether it is a fact that Government are considering to have an Ordinance passed to permit foreign bodies to invest in Indian shipping companies, if so, how soon with details thereof be given;

(d) if so, what are the details thereof and by when the permission would be accorded; and

(e) what are the details of liberalising with regard to the shipping policies?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) In 8th Plan period it is proposed to add 2.5 million Gross Registered Tonnage (GRT) which includes replacement of 1.5 million GRT.

(c) and (d). An Ordinance amending certain Sections including Section 21 of